

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

THURSDAY, July 27<sup>TH</sup>, 2006  
7:30 PM

ROOM 330  
MARIN COUNTY CIVIC CENTER  
3501 CIVIC CENTER DRIVE  
SAN RAFAEL, CALIFORNIA

**MEETING MINUTES**

**Members Present:**

Steve Kinsey, Chair, Marin County Board of Supervisors  
Al Boro, Vice Chair, City of San Rafael  
Susan Adams, Marin County Board of Supervisors  
Hal Brown, Marin County Board of Supervisors  
Charles McGlashan, Marin County Board of Supervisors  
Amy Belser, Sausalito City Council  
Larry Chu, Alternate, Larkspur City Council  
Melissa Gill, Corte Madera Town Council  
Dick Swanson, Mill Valley City Council  
Michael Skall, Ross Town Council  
Barbara Thornton, Alternate, San Anselmo City Council  
Lew Tremaine, Fairfax City Council

**Members Absent:**

Cynthia Murray, Marin County Board of Supervisors  
Jerry Butler, Belvedere City Council  
Peter Breen, San Anselmo City Council  
Carole Dillon-Knutson, Novato City Council  
Alice Fredericks, Tiburon Town Council  
Joan Lundstrom, Larkspur City Council

**Staff Members Present:**

Dianne Steinhäuser, TAM Executive Director  
David Chan, TAM Programming Manager  
Tho Do, Marin DPW Associate Civil Engineer  
Jessica Woods, TAM Recording Secretary  
Nolte support team

*Chair Kinsey called the Transportation Authority of Marin Meeting to order at 7:42 p.m.*

Chair Kinsey welcomed new TAM Member Michael Skall from the Ross Town Council. He noted that a formal swearing in would occur at a later date.

**1. Presentation of Award for Service to former TAM staff:  
Craig Tackabery, Art Brook, Kathleen Booth**

Chair Kinsey presented Craig Tackabery with a commendation thanking him for his service to TAM; for work as the Executive Director on an interim basis; for his leadership; and the solid foundation he laid for the Authority. Craig Tackabery thanked TAM and his team.

Chair Kinsey asked staff to provide Kathleen Booth with her commendation since she was unable to attend the meeting.

Chair Kinsey presented Art Brook with an award for all his steady work, complete and utter loyalty to this organization, for his help in finding TAM funds, and for forecasting which direction to move forward. Art Brook thanked TAM.

Dianne Steinhauser, Executive Director, presented Mr. Tackabery's children with a gift card for allowing their father to work all those late nights.

## **2. Chair Reports**

Chair Kinsey reported that as a follow up to the Richmond San Rafael Seismic Retrofit project, Caltrans agreed to install a public access facility at the western end of the bridge, which is immediately adjacent to the Marin Gun Club. There will be public parking and a picnicking area. Work will be done over the course of the next 9 to 10 months. It will be an anchor to the Bay Trail segments that travel through San Rafael and around the Bay.

Chair Kinsey mentioned the significant public appreciation and utilization of the Spare The Air days sponsored by MTC and the Air District. He mentioned that some fellow MTC Commissioners are discussing having transit free for everyone. If free access is provided to transit, the quality of life for the regular commuters may deteriorate. He noted that each transit agency is getting paid for all these rides; the program is expensive. MTC has spent this year's allocation of funds for 6 Spare the Air days, and will take a closer look at whether similar kinds of investments in future summers should be targeted exclusively to transit or whether there are other contributors to air quality. Also, MTC will extend to the business community the opportunity to help fund these Spare The Air days.

## **3. Commissioner Matters not on the Agenda - None**

## **4. Executive Director's Report**

ED Steinhauser provided TAM with an Executive Director's Report for their review that included the following:

- Federal – Senate Appropriate Committee is nearing completion on its markup of the 2006/07 Appropriations Bill. The following earmarks currently are being considered that benefit Marin County:
  - \$300,000 for the Marin-Sonoma Narrows (TCSP)
  - \$4 million for Doyle Drive (Federal Funds)
  - \$300,000 for Fort Baker (Federal Funds)
  - \$1 million for GGNRA (Federal Funds)
- State
  - Legislative Update – In May of 2006, TAM adopted a state legislative program. The following bills pertain to TAM's program . With SB 1266 and SCA 7 pertaining to the Infrastructure Bonds approved by the legislature and governor, the remaining bills are still under consideration:
    - AB 2538 Wolk – Planning Programming and Monitoring Funds-
    - AB 2444 Klehs and SB 1611 Simitian – Local Vehicle Registration Fees-
    - AB 143 Nunez (related: SB 143 Cox) – Highway Construction Contracts Design Build Authorization
    - AB 1039 Nunez – NEPA Delegation
    - AB 1020 Hancock – Travel Demand Modeling
- Regional/Local

- Spare the Air – MTC Program successful but out of funds
- Highway 101 HOV Lane opens over CalPark Hill
- TAM's TOD/ped Toolkit is nearing completion; to the TAM board in December
- Housing Incentive Program (HIP) has spent all of its funds; more funds being sought from MTC
- Canal Neighborhood Transportation Plan Community Outreach Meeting to be held

ED Steinhauser announced that ethics training is required of all TAM members and agreed to poll the group to see who has not participated in the training.

The item was opened to public input.

David Schonbrunn, TRANSDEF, communicated two items with ED Steinhauser. The first is about a sign on the northbound side of the freeway that indicated that the carpool lane ends prior to the Corte Madera Creek Bridge, so cars are now driving in a mix flow condition, which will create legal problems because they will have to be converted to HOV lanes. His belief is that this issue would be eliminated if the sign was removed. Also, he provided a memo, and requested that TAM agendaize a discussion of an HOV lane policy and how it will be used. He further hoped the Board schedules a future discussion.

## **5. Commissioner Report**

### **a. Executive Committee**

Chair Kinsey reported that the Executive Committee minutes are provided in the packet. He added that due to a stall in lease negotiations at the original site, TAM staff will be looking at additional commercial sites for relocation of its offices.

### **b. Marin-Sonoma Narrows Policy Advisory Groups** – No report as the PAG did not meet over the past month

### **c. SMART**

Vice Chair Boro reported that SMART certified the Final EIR for the SMART rail corridor and adopted an ordinance regarding the sales tax. The ¼ cent sales tax measure for SMART will be put on the ballot this November.

## **6. Consent Calendar**

- a. Approval of TAM Minutes of June 22, 2006. Recommendation: Approve.
- b. Amendment to Professional Services Agreement with Alta Planning for Bike/Ped Plan Updates. Recommendation: Authorize the Chair to execute an amendment to the Professional Services Agreement with Alta Planning and Design for \$25,000 to provide an inventory of the North-South Greenway Class 1 bike/ped path.
- c. Conflict of Interest Designations. Recommendation: Adopt resolution 2006-11, which amends the list of designated positions and the disclosure categories assigned to each position.
- d. Addendum to Agreement with Local Government Services, LGS, for hiring of staff (Planning Manager. Recommendation: authorize Amendment 3 to the April 27<sup>th</sup> 2006 TAM/LGS Agreement, authorizing the hiring of and adding in the costs for the TAM Planning Manager.
- e. Addendum to Agreement with Local Government Services, LGS, for extension of Executive Director's contract. Recommendation: authorize the extension of the period of employment of the TAM Executive Director by 4 months, to December 24, 2006.

- f. Professional Services Agreement with PHA Transportation Consultants for Transportation Network Monitoring. Recommendation: approve the attached contract with PHA in the amount of \$44,960 for professional services related to performance monitoring of the Marin Transportation system.
- g. Committee Appointments – Citizen’s Oversight Committee. Recommendation: accept the nomination of Bernie Meyers; and continue to actively solicit nominations for the OC and fill any remaining vacancies at future meetings when applications are received from nominating organizations.
- h. Scope of Work for 2007 Congestion Management Plan Update.

The item was opened to public input.

Dave Schonbrunn, TRANSDEF, requested that Item H be pulled for discussion because no information is provided in the packet for the public to view. TAM agreed.

The public input was closed.

Chair Kinsey asked for a motion.

**Commissioner Tremaine moved and Commissioner Belser seconded, to adopt the Consent Calendar as amended to include Items 6a–g, with Item h being pulled for further discussion at a later date. Motion carried unanimously by TAM, except Commissioner Chu abstained from Item 6a.**

## **7. Caltrans Report**

Doanh Nguyen, Caltrans representative

### **a. Hwy 1. Maintenance Status**

Representative Nguyen discussed traffic control on Highway 1 and noted that they are starting construction in September continuing through the months of October and November. Some locations might require highway closure and he said that he will be able to provide additional information about this at the next meeting.. He further noted that the total cost will be approximately \$35 million dollars and those funds come from the SHOPP, the State Highway Operations and Protection Program , which are funds available to Caltrans.

Chair Kinsey asked that Mr. Nguyen discuss the permitting in regard to visibility of the down slope retaining walls with the Coastal Commission. Representative Nguyen mentioned that Caltrans is continuing to work through those issues.

Commissioner McGlashan asked Mr. Nguyen to discuss the amount of time for the detour along the Panoramic Highway off of Highway 1. Representative Nguyen responded that at next month’s meeting, he will have better information to share regarding the detour time span. Commissioner McGlashan announced that TAM would not be in session next month, so he asked Representative Nguyen to report back to ED Steinhauser. Representative Nguyen responded in the affirmative.

## **8. Professional Services Agreement with Sperry Capital Inc. for Financial Advisor Services**

ED Steinhauser summarized the staff report and recommended that TAM approve hiring Sperry Capital Inc. of Sausalito, authorizing TAM’s Executive Director to execute a contract for financial advisory

services. The first year not-to-exceed amount will be \$35,000. She then introduced Jim Martling from Sperry Capital to TAM.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Commissioner Swanson commented that he is very pleased with Mr. Martling's work, expressed his appreciation for Mr. Martling's new association with TAM and said that the Authority will be very well served by Sperry Capital.

Chair Kinsey asked for a motion.

**Commissioner Swanson moved and Commissioner McGlashan seconded, to approve hiring Sperry Capital Inc. of Sausalito, authorizing TAM's Executive Director to execute a contract for financial advisory services. The first year not-to-exceed amount will be \$35,000. Motion carried unanimously by TAM.**

## **9. November 2006 Transportation Bond Opportunities/Marin Priorities**

Rebecca Long, representing MTC, provided TAM with detailed information regarding the Infrastructure Bond, and its benefits to TAM. She explained that the bond is divided into both formulaic funds as well as more competitive funds. The \$14.5 million formulaic funds for streets and roads is more flexible than money often seen for streets and roads. There is also funds for Marin in the STIP, \$10.3 Million, as well as funds for transit that come to the Marin County Transit District, MCTD. The local roads funds can be used for traffic relief types of projects as well as pedestrian improvements and even projects that might increase transit ridership. It is important to note that the bond is a one-time bond and the money is anticipated to come in over 10 years. A very critical factor is that the legislature has the authority each year to appropriate certain amounts to the different accounts. MTC anticipates that more will be shifted to the present than the out years. In some cases annual appropriations will be tied into the budget process; in most cases it will likely be a single bill that the legislature will approve by majority vote.

Ms. Long highlighted some of the competitive programs. There is a billion dollars for transit security. This category is very broad at this time and did not provide the legislature much detail on how funds will be distributed; the legislature will provide more detail. The \$4.5 billion Corridor Mobility Improvement Account is focusing on freeway congestion, with a requirement that funds be expended on state highways. It is designed to fund projects that can begin construction by 2013. Projects that are ready to go and show the best ability to meet performance objectives will be funded first. The Trade Corridors is a \$2 billion pot that is very competitive with Southern California. Legislation provides a tremendous amount of detail on how these funds should be prioritized with the California Transportation Commission, the CTC, as the final arbiters of those funds. The State Local Partnership Program Fund is an opportunity for local funds that can seek a match of state funds. The legislature is also required to provide more detail on that program. In regard to Local Street-ITS, there is \$250 million for local roads. It will be a grant program administered by Caltrans. There is \$500 million for Caltrans SHOPP program; Caltrans will have the final say as to what programs will get funded. The projects and freeways that have the most rehabilitation needs are given first priority. Also, there is \$125 million for Local Bridge Retrofit and \$200 billion for School Bus Retrofit. She further noted that there is a billion dollars for air quality improvements that will be administered by the Air Resources Board.

ED Steinhauser stated that the CTC established work groups to develop guidelines around a number of these programs. Tam staff are actively participating in developing guidelines associated with several

elements. The most active effort is the working group on the Corridor Mobility Improvement Account discussing how projects will be prioritized and selected, and what are appropriate eligibility requirements. There is also a performance measure working group. Performance Measures will influence the selection of the Corridor Mobility Improvement Account, CMIA. In regard to the Trade Corridors Improvement Fund, eligible projects include highway capacity improvements, freight rail systems improvements, and truck corridors. There is a work group on how to make AB 1467 Nunez on Public Private Partnerships a little less unworkable; it is being deemed by the industry as very unworkable at this time due to required approvals by the Legislature.

With respect to where Marin stands, the biggest gain is through the Corridor Mobility Improvement Account. The 9 Bay Area Congestion Management Agencies, MTC and Caltrans are meeting to talk about what is a likely group of corridors that could qualify. The best candidates in that category that could directly benefit Marin are the Marin Sonoma Narrows, and the Greenbrae/580/Hwy 101 complex. The Marin Sonoma Narrows is well situated because the environmental document is due to be released in January. For large projects, if not already starting environmental work, there is a very slim chance to qualify in time to receive these funds. There is some thought that these highway projects could qualify well in the Trade Corridors Improvement Fund, TCIF, because of nearly 10% truck traffic on Hwy 101 in Marin and Sonoma, but the region is competing with a very organized set of players in Southern California. The Ports of Long Beach and Los Angeles handle about 72% of port traffic in California. Oakland handles about 8%. The best chance for Northern California and the Bay Area to receive any funds from the TCIF is to improve in and around the Port of Oakland, possibly including the 580 Corridor as it goes into the Central Valley as one of their chief trucking corridors. As a partner in the region, to compete at all with Southern California Marin supports MTC putting the best projects forward. The other pot that Marin has a great opportunity to look at possible future funds is the State Local Partnership program

Staff is currently working very closely with Sonoma County on getting Hwy 101 projects ready for consideration in the Bond. TAM has also engaged in discussions with Mendocino County who have in the past indicated strong support for the high occupancy vehicle lane that constitutes the Marin Sonoma Narrows project. Staff hopes to bring forward to the CTC a multi-County plan that supports widening of the Narrows.

Commissioner Swanson mentioned that the Marin Sonoma Hwy 101 Corridor was ranked no. 2 in the region in terms of congestion. Also, no one commented in regard to match requirements. Ms. Long responded that match depends on the program. The higher match the more leverage to offer the State. ED Steinhauser noted that on the Corridor Mobility Improvement Account it is not so much of a matching issue as it is a full funding plan for the project being recommended. For two small counties like Marin and Sonoma to find \$500 million to widen the Narrows is difficult. The two counties have managed to come up with \$120 million for environmental, design, and perhaps environmental mitigation or right of way activity, so they are strongly at the table in partnership to get these funds. Commissioner Swanson asked staff if a full funding plan must accompany projects. ED Steinhauser responded that they must show a full funding plan for the project or project phase being requested. There is a significant challenge with the timing requirements of the CMIA program. Guidelines are developed December 1<sup>st</sup> and projects must be submitted January 15<sup>th</sup> by MTC and adopted by March 1<sup>st</sup> by the CTC; that is not a lot of time to develop funding plans. Staff then confirmed that per MTC's assessment of 2005 congestion in the Bay Area, the Highway 101 corridor in Marin and Sonoma is the second highest behind Alameda/Contra Costa County I-80.

Commissioner McGlashan desired a breakdown of funding needed for the Narrows in order to better understand the project. He asked for a chance to debate with this group the implications of moving

forward. He then discussed the Tiburon Boulevard bike/ped overpass and wondered if that could get moving faster to get the EIR done and what would it take to get it into the funding. He pointed out that Phase 1 of that project starts next spring. ED Steinhauser agreed to bring the project forward as part of the I-Bond discussions. Commissioner Swanson believed that Marin's augmentation of STIP money would be the best source for the Tiburon Wye project. Commissioner McGlashan received the same advice from Caltrans about using STIP funds.

Vice Chair Boro asked staff to discuss the last column in regard to voter threshold for appropriation. Ms. Long responded that it is a majority vote for the voters. She explained that each year the funding for those programs must be incorporated into the budget bill, which requires a two-thirds vote. Vice Chair Boro clarified that Prop 1B and C is a majority vote. Ms. Long responded in the affirmative.

The item was opened to public input.

Dave Schonbrunn, TRANSDEF, raised the issue of global warming and suggested that a proper response to the problem is to discourage more vehicles to take to the roads by widening the freeway. It never gets mentioned that the widening of the Marin Sonoma Narrows would drop more cars into Marin. They spent 15 years getting the Gap Closure project done and now that traffic is more tolerable this other project will then be adding more traffic. This is not a project that would be done on behalf of Marin residents. He stated that the TAM Board has the responsibility to look at what is good for Marin while looking at what is good for the region.

Rocky Birdsey of the Marin Center for Independent Living (MCIL), expressed concern for the number of bonds. Those that rely on government programs and live on fixed incomes will be greatly impacted. He is concerned about the overall amount of bonds that the State is taking on as debt. Also, they want the beneficiary to pay the principal in the Trade Corridors, which is not included. Also, transit improvements are all capital improvements, so if capacity is improved, they need the money for transit operations if this bond passes. This must be reviewed in the future.

The public input was closed.

Chair Kinsey thanked staff for their presentation.

## **10. Safe Routes to School Program Quarterly Report**

David Parisi and Wendy Kallins provided TAM with a quarterly report on the Safe Routes to School program that included:

- Annual Student Participation
- Summary of Comprehensive SR2S Programs
- Classroom Education and Programs
  - Tam Valley Bicycle Rodeo
  - Hill Middle School Yikes 2 - Helmet Fashion Show
  - Gallinas Road Skills
  - Greenhouse in a Bottle (Davidson/Hill)
- Events and Contests
  - Human Powered Parade
  - Miller Creek Teen Bike Less Week
  - Project Earth Day – Ride n Seek
- Infrastructure and Engineering Projects
  - Safe Routes to School Improvement Plan completed:

- Brookside School
- Hamilton School
- Marin Horizon School
- Tam Valley School
- Old Mill School
- Olive School
- SR2S Task Forces
  - Create sense of ownership
  - Bring community stakeholders together
  - Bring all schools within on geographic area, public, private and high schools
  - Create a comprehensive geographic school plan
  - Allow team leaders in the same community to work together
  - Open communications between City, County and School District
  - Create a School Travel Plan for the Community
    - Existing
      - Novato
      - Mill Valley
      - Ross Valley
    - Task forces forming in the fall
      - San Rafael
      - Tiburon (Reed)
      - Great Ross Valley
      - City of Larkspur has its own SR2S working group
- School Travel Plans
  1. Baseline information
  2. Engineering plan
  3. Traffic safety plan
  4. Encouragement program
  5. Evaluation methods
  6. Implementation matrix

Mr. Parisi discussed the efforts coming later this Fall to issue a Call for Projects for Safe Pathways to School Projects. The existing efforts by schools and the local jurisdictions to identify problem locations and possible solutions will feed into TAM's available Measure A funding for Safe Pathways projects. TAM will be working through the TAC to prioritize candidates and bring a program back to the TAM board for adoption and funding early in 2007.

Dave also announced the very fortunate award of three grants from the Statewide Safe Routes to School program to projects in Marin. Grant Awards

- Corte Madera –\$45,000
- Novato – \$108,000
- San Rafael - \$159,300

The Parisi team went on to discuss what's next in the Safe Routes program:

- Review findings from parent/guardian survey
- Review Best Practices from peer programs
- Summary of evaluation and recommendations
- Update on safe pathways

Commissioner Adams asked if data are being tracked in regard to impacts occurring on children, are trends being followed to know which programs are actually translating into using other ways of getting to school. Ms. Kallins responded that parent surveys were distributed, but they will begin with the student surveys this fall. Mr. Parisi mentioned the program would include a bi-annual type of survey. Commissioner Adams desired to view that information in the next report or that they provide an update for TAM to know what Districts are doing better than others to know where to invest program dollars.

Commissioner Gill invited Mr. Parisi and Ms. Kallins to attend the Taskforce Committee meetings in Corte Madera.

Alternate Commissioner Chu noted that Larkspur School District has a working group that includes Corte Madera and he believed the working group would be amenable to including Reed School District. Ms. Kallins believed that would be great and wanted a discussion with both Commissioners Gill and Chu to talk about putting together a Twin Cities taskforce. Alternate Commissioner Chu agreed to forward that information to Commissioner Lundstrom.

Commissioner McGlashan discussed Strawberry Drive and safe access and whether they should be merging it in with Safe Routes. Mr. Parisi noted that Strawberry Drive is a separate task. Ms. Kallins stated that they have representatives from every school in the district, so every one of those schools will be in the program and receiving benefits next year. Commissioner McGlashan asked if Reed School should be included as well. Ms. Kallins added that it is very hard to draw boundaries. She will meet with Reed and ask if they want to join in with other taskforces. She noted that Sausalito might fold in as well. Commissioner McGlashan believed TAM Valley and Sausalito are distinct regions. He would love to fold that work into the Safe Routes Program.

Commissioner Brown pointed out Mr. Parisi and Ms. Kallins have done great work. He believed the impacts must be reviewed and there is a natural tendency to prove all these are good, but someone stated that hundreds of millions of dollars are being spent on roads; TAM wants to find ways to help and to get the funds to do so. He asked Mr. Parisi and Ms. Kallins to get back to TAM as to how they can assist in their efforts. Ms. Kallins committed to measure the mode shift.

Commissioner McGlashan recommended considering the Federal Non-Motorized pilot to leverage the safe routes program. There is distinct connectivity in regard to "car to bike" and "car to foot" funding through the Federal pilot.

Chair Kinsey asked Mr. Parisi and Ms. Kallins to provide TAM an update on the national safe routes to school program at the next update.

The item was opened to public input.

Marin resident, Karen Nygren, spoke about the recycling program in Marin and specifically that they created a competition of who could reach a certain recycling level faster. She recommended that a similar competition be created between these communities in regards to Safe Routes. Also, with more standardized measures in place, they have a manner to measure between communities and the progression.

The public input was closed.

Chair Kinsey thanked Mr. Parisi and Ms. Kallins for their report.

*Commissioner Brown left the TAM meeting at 9:18pm*

## **11. Marin County Transit District Report**

Amy Van Doren, MCTD, provided the Board with an update of its activities and indicated that they are preparing outreach material and devoting time and energy to help riders navigate the new transit system. She provided the new schedules that include weekend services that began on July 1<sup>st</sup>. They are preparing to hire a new contractor to operate three community shuttles, which is part of the service plan. She added that MCTD is implementing a 6-month youth pass program on August 21<sup>st</sup>. Schools will issue temporary ID's until photo ID's are provided at which point a permanent sticker will attach to the ID. The student will show the driver the ID at the time of boarding. The cost for a youth pass is \$175 for a 6-month period and \$325 for a full calendar year.

Ms. Van Doren announced, further, that interviews for the General Manager position are scheduled for August.

Commissioner Swanson asked staff to discuss the system in terms of ridership. Ms. Van Doren responded that fare revenue was not as high as originally projected. MCTD entered into the Golden Gate contract in May, so they took the revenues from the total amount of service for Marin local service and Golden Gate Transit and projected forward resulting in a conservative projection. Commissioner Swanson wanted to know if there is increased ridership due to the gas prices. Ms. Van Doren stated that ridership increased tremendously during Spare The Air days but more discretionary riders are traveling on the ferry system.

Alternate Commissioner Chu acknowledged and thanked Ms. Van Doren and her staff for their efforts to help with the Twin Cities Shuttle and hoped this will be a success.

Chair Kinsey pointed out that there are not partnering opportunities related to fixed route service. He stated that between spillover funding and Prop 42 funding there is additional funds for MCTD. These go through Golden Gate, as a pass through of those funds. Chair Kinsey asked for some idea of the "one time" bump in funds and what that means for MCTD. Ms. Van Doren responded that it is based on what last year's revenues were. There is about a \$1.6 million increase, a timely increase as the funds are necessary to pay the MCTD local share of the 10 articulated buses replacing service in the Canal.

Vice Chair Boro discussed the potential shuttles and recalled that Measure A monies would go to cities to use some of the funds for shuttle systems, if they desired. It is local transportation and local infrastructure. Vice Chair Boro asked how that would be coordinated. Ms. Van Doren agreed to investigate and report back. Vice Chair Boro expressed concern from a city point of view regarding the five-year vision and where they expect to be in relationship and obligations of Golden Gate, MCTD and cities.

Chair Kinsey believed a quarterly visit would be appropriate to maintain this working understanding.

The item was opened to public input.

Rocky Birdsey, MCIL, desired more clarification and asked if \$1.6 million in revenue is going to MTC or Golden Gate and did that include Prop 42 funds. Ms. Van Doren met today with MTC, Golden Gate staff and a financial consultant and she reported that revenues MTC identified are funded through Golden Gate.

The public input was closed.

Chair Kinsey thanked Ms. Van Doren for her update.

**12. Acceptance of Technical Advisory Committee and Marin Public Works Association Recommendation for Crossing Guard Locations**

Hank Haugse, a consultant to TAM from Nolte Associates, summarized the staff report and recommended that TAM approve providing crossing guards at the five crossing guard locations identified in the Phase 2 data collection effort, the eight pilot program locations developed from the Phase 1 and Phase 2 study locations and the two pilot program locations at Bahia Vista Elementary School in San Rafael. This would result in a total of 54 locations recommended for TAM funding.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey noted that with the most relaxed standards no West Marin schools were able to qualify. He added that the Lagunitas School was interested and Sir Francis Drake Boulevard is a high-speed traveled route.

Chair Kinsey asked for a motion.

**Commissioner Gill moved and Commissioner Murray seconded, to approve providing crossing guards at the five crossing guard locations identified in Phase 2 data collection effort, the eight pilot program locations developed from the Phase 1 and Phase 2 study locations and the two pilot program locations at Bahia Vista Elementary School in San Rafael, totaling 54 guard locations for Marin County, starting this Fall. Motion carried unanimously by TAM.**

**13. Safe Routes to School Crossing Guard Funding Agreement with Novato**

Hank Haugse summarized the staff report and recommended that TAM authorize the TAM Chair to represent TAM in an interagency agreement with the Novato Unified School District dedicating funding from the Measure A Transportation Sales Tax Program for the provision of crossing guards at locations that have qualified and been approved by the TAM Board. Since NUSD already has a Crossing Guard program well developed and in place, it was better to stay with the existing program, as it was cost-effective, and reduced the difficult task of hiring enough guards for this coming school year, guards already in place in Novato.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

**Vice Chair Boro moved and Alternate Commissioner Thornton seconded, to authorize the TAM Chair to represent TAM in an interagency agreement with the Novato Unified School District dedicating funding from the Measure A Transportation Sales Tax Program for the provision of crossing guards at locations that have qualified and been approved by the TAM Board. Motion carried unanimously by TAM.**

**14. Measure A Allocation – Hwy 101 Swap Projects –TLC projects**

David Chan, Manager of Programming, summarized the staff report and recommended that TAM allocate \$10,000 and \$198,906 in Measure A fund from Strategy 2 of the Measure A Strategic Plan to the Town of Fairfax's Center Boulevard Project and the County of Marin's Fireside Traffic Safety Project.

Manager Chan noted that page 2 of the resolution inadvertently mentioned "Fairfax" as opposed to "Marin County," so that must be changed. Commissioner Adams asked staff to point out where on page 2 that adjustment would be made. Manager Chan responded that on page 76 regarding the 6<sup>th</sup> paragraph down and the 7<sup>th</sup> paragraph down the language referred to Fairfax and it should refer to Marin County. Also, the 6<sup>th</sup> paragraph stated, "\$180,000" and that will be corrected to state, "\$198,906 and Marin County on the Fireside project."

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

**Commissioner McGlashan moved and Commissioner Adams seconded, to allocate \$10,000 and \$198,906 in Measure A fund from Strategy 2 of Measure A Strategic Plan to the Town of Fairfax's Center Boulevard Project and the County of Marin's Fireside Traffic Safety Project as modified by Manager Chan.**

Commissioner Swanson asked staff about remaining swap projects and the status of funds. ED Steinhauser responded that the swap projects were projects originally funded by federal funds, such as Transportation Enhancement, or TE funds. Replacing those funds with non-federal Measure A funds was adopted by the TAM Board last December; the swap projects are spread out over time. The TE Funds as well as federal STP funds were put into the Hwy 101 bike/ped path.

ED Steinhauser noted that an allocation request form is included in the supplemental material packet and this form will be standardized. Over time, the Citizen's Oversight Committee and the TAM Board will be able to turn to staff and ask what has been allocated over any time period to TAM projects. These forms are a quick summary of the history of exactly what TAM is allocating.

**Motion carried unanimously by TAM.**

#### **15. Measure A Allocation – Local Infrastructure for all modes**

ED Steinhauser summarized the staff report and recommended that TAM authorize \$2,296,153 in Measure funds to Marin County and cities and towns for Sub-strategy 3.2 local infrastructure projects.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Commissioner Adams discussed the attachments and asked if there is a way to be more specific about the projects. Are they solely resurfacing or is bike path access included? How is TAM staff going to track the kinds of improvements being made locally. Manager Chan noted that at the end of the year a project report would be provided to highlight the use of the funds. Commissioner Adams asked staff if it would be subdivided into roads, ADA and/or pedestrian/bike. Manager Chan responded in the affirmative.

Chair Kinsey noted that the projects at a local level must go through a public hearing with their local jurisdictions. ED Steinhauser added that projects from the Major Infrastructure category of the Measure

A sales tax must go through the public process at the local level. There has not been a requirement that has been placed on the Local Infrastructure funds, but they are required to give a report at the end of the year as to what they did.

Vice Chair Boro discussed page 80 in regard to local funds being able to be used for shuttles if jurisdictions chose to do so and expressed concern about the 11 cities having 11 shuttles. With MCTD in place and managing local transit, it is great, but these cities are not all connected. He felt it would be wise to receive help, if there is a way to develop a system and coordinate rather than each going their separate ways.

Commissioner Adams believed there are some very small amounts of funds in the MCTD for local match/local shuttle initiative, so it might be possible to work through the MCTD for these shuttle programs. There are city and town representatives on that agency, and she thinks it is valuable having these types of discussion with Ms. Van Doren.

Chair Kinsey asked for a motion.

**Commissioner Adams moved and Vice Mayor Boro seconded, to authorize \$2,296,153 in Measure A funds to Marin County and the eleven cities and towns for Sub-strategy 3.2 Local Infrastructure projects. Motion carried unanimously by TAM.**

#### **16. 101 Corridor Projects Update**

ED Steinhauser noted that besides the opening of the HOV lane, staff did a briefing with the Independent Journal on Tuesday with Caltrans and the City of San Rafael, which was very successful in terms of finding what their information needs are and committing to future briefings. Also, the work on West Francisco Blvd. is on schedule and the owners are satisfied with the interaction they have been receiving from Caltrans. Businesses have reported no decline in business associated with the work. West Francisco Blvd. should be open by early November, so there will be an event for the newly relocated West Francisco Blvd. The final design elements of the bike/ped path over Puerto Suello Hill along with the soundwall are on schedule. TAM staff hope to obligate regional federal funds in the amount of \$24 million for that project as well as receive additional CTC funds in mid October to advertise the project in late October. The Central San Rafael project may be completed early and they do not want the Puerto Suello Hill to fall off schedule.

The item was opened to public input.

Margaret Zegart, a Marin resident, stated that assumption of liability for paths and trails is needed and recommended that they assume responsibility for liability.

Don Wilhelm, Novato resident, requested that copies of all the last minute documents given out at the TAM board meeting be made available to the public.

Craig Yates, San Rafael resident, discussed accessibility down at the Buckeye as well as parking underneath the freeway. Accessibility for disabled individuals is crucial and many are being injured by passing vehicles, which must be addressed. In regard to shuttle services, there is a good quality program, which is Whistlestop and they facilitate a great system. In regard to the soundwall, there are 20-acres that encompass the entire soundwall and the sound is outrageous. Those residential homes are greatly impacted and the noise is becoming horrendous. He asked TAM to address the issue with

Caltrans from Freitas Parkway to Smith Ranch Road to increase the height of that soundwall to another 16 feet because there are two-story buildings right next to the wall.

Chair Kinsey agreed to take items under consideration. He noted that Caltrans has the responsibility of that portion of the corridor and he would convey the concerns.

The public input was closed.

**17. Open Time for Items Not on the Agenda - None**

*By Order of Chair Kinsey, the TAM meeting adjourned at 10:01pm.*

DRAFT